Women and Children in the Boats First od Crew Last-Skipper and Stewardess Equally Cool and Efficient in Their Spheres Everybody Saved-Ship Sinks.

n was the Clyde line steamship Delaware that was after off Barnegat Inlet on Friday night. Courage, discipline and self-devotion on the part of the officers and erew brought off all hands, not only without loss of life, but without disorder, while the vessel was burning in the open soa. From the Captain to the stewardess, every employee of the line on board was intheright place at the right time, working in perfect accord and thus turning what might well have been another ocean tragedy, had panie prevalled, into an orderly disembarkution. Shortly after the boats had left the burnfrom the Colar Creek station by the ocean tag Ossan King and by the fishing smack S. P. Miller, and all the passangers were landed in this city yesterday morning. There is one opinion unantimously expressed by them;

The officers and crew acted like true Ameri-The Belaware left Pler 20, East River, at 3 oclock Friday afternoon for Charleston and Jacksonville with 32 passengers, of whom nine were women and three children. She carried a miscellancous cargo. Her officers were Capt. A. D. Ingram, First Officer B. Macbeth, Second Officer Hill, Chief Engineer Platt, and she car-

ried a stewardess, Ellen C. Hill, who lives in this city, and who played an important part in managing the disembarkation. About 0:20 o'clock on Friday night one of the crew reported that smoke was coming up through the after hatch and that the deck was hot. Investigation showed that there was fire in the hold under the after cabin, and that it had already gained dangerous beadway. Capt. Ingram ordered the hose manned and the ship's head pointed for the beach, but it soon became evident that she could hardly hope to reach the shore before the flames should drive every one overboard. Calling his officers around him Capt. Ingram gave his orders, which were that perfect discipline must be maintained, that the passengers must be awakened and warned, and that the first boats to be lowered were for the passengers. After they were safe it would be me enough for those responsible for the ship

to consider their own safety.
It was 9:45 when the officers passed from stateroom to stateroom rousing the passengers. nearly all of whom had gone to bed. In each case the officer, after knocking, said; "Get dressed and come on deck as soon as

possible. There is fire on the ship. Do not be slarmed. There is plenty of time and no dan-ger. Boats will be waiting for you as soon as you reach the deck. No baggage can be taken Keen gool and obey orders and everything will

Under these clear and calmly delivered directions, the passengers came out, frightened, but orderly, and assembled on deck, where some of the women broke down. Capt. Ingram and his officers walked up and down assuring them that there was no cause for alarm; boats were being prepared, the sea was calm and the land only a short distance away. With these words mingled the sound of axes crashing through the deck, as the crew cut holes for the hose, hoping to retard the progress of the fire While the officers were making the rounds of the staterooms for the second time, Stewardess Hill came up with an armful of life preservers, which she distributed among the women. One of them, half hysterically, dropped hers on the

"Oh, I can never get it on," she wept. "I'll fix it for you," said Miss Hill, cheerily; and, having bundled up the trembling woman went on to the next. When all the women and children were thus safeguarded the stewardess still had one life preserver left, and this she

offered to the first man she met.
"Keep it yourself," said he : "I can swim." "Oh, no," said the stewardess. "I belong to the ship. You come first. I'll find another for

server, hurried over to the port side to help. With encouraging words the saliors detailed for this duty passed the women and children along into the loat, but when it was being low-ered one young woman remained on deck, "Get in, madam," cried the Captain, "There's plenty of room"

Ingram, and Miss Hill, dropping the life pre

plenty of room."
"I'll stay with my husband, sir." she replied. "Thistay with my husband, sir," she replied.
"I'm not afraid."
She was Mrs. J. D. W. Chaussen of Charleston, S. C., a bride of three weeks. With her husband she was lowered into the next boat, which put out a few minutes later in charge of two sallors, as the first boat had been. There were sixteen persons in this boat. A third and fourth boat followed, bringing off the rest of the passengers and the crew; but the officers still remained on board. Up to this time the cosines had been kept going, but now they were stopped. Flames had burst through the deek aft, cutting off the officers from the life-rafts; and the after boats, but this emergency had been foreseen and two rafts had been made of timber and deek gratings, hisbed together with ropes. These were lowered away forward. Capt. Ingram was last to leave the burning ship, and he did not go until he had satisfied himself by enumeration of the passengers that no one could have been left on board. Two of the boats took the rafts in tow and dragged them slewly away. It was after 11 o'clock when the ellip was deserted.

slowly away. It was after 11 o'clock when the ship was deserted.

As the flames burst through the deck a blazing signal of disaster was set for miles around, and in that light those in the boats could see from the shore, two miles or more away, a white body moving along the water toward them. It was the big lifeboat from station No. 15, her men bending to their work with all the power in their trained muscles, Soon they were within halling distance and their first words were:

ware:
"Anybody left on board?"
"All safe," replied Capt. Ingram.
"Lie out until morning then. You're safe here, but you can't make the landing in the surf until morning."
Accordingly Capt. Ingram ordered his little fleet, which had stuck close together, not to ordingly Capt. Ingram ordered his little which had stuck close together, not to up to make shore until daylight. Out in pen there was no danger, but it was a al resition, for nearly everybody was wet sold and many were very lightly clothed, effore the appearance of the fishing smack Miller, which had made for the place upon g the blaze, was halled with delight. She d up one of the beats and was about to in the occupants of a second when the a king, Capt. Daly, which had been towing one barges, left them at anchor and joined secue fleet. Her offer to take everybody, to this city direct was eagerly acseen fact. Her offer to take everybody to this city direct was eagerly acd, and she took off the Miller's quota and those of the other boats, all except the last are the Delaware. That boat, with only bors of the crew aboard, had gone in close ore and landed early yesterday morning, o clock the Ocean King was steaming to this city, and Cart. Daly was distributing offer and blankets to his chilled guests. Ingram had refused to leave the place as as there was any chance of the Delaware's being saved. Before the tug left three expans on the ship had sent the flames spoutkyward.

as on the ship had sent the flames spoutyward.
Ocean King landed her people about 10
k yesterday morning at the Clyde line
where William P. Clyde was waiting for
As soon as they landed one of the pasrs jumped up on a harrel and cried;
by had an experience of the way Ameriamen take care of their passengers. I
be these cheers for Capt. Ingram and his
officers and crew. Better and braver
ever sailed from any port."
cheers were given with vigor and the
was taken to the United States Hotel by
yile. None of them had any baggage, and
is cases their clothes were not thoroughit was a motive cowd that gathered in
hing rooms, but it was not the whole
lor seme had their clothes drying and
of citre to make a public appearance in
state pillow cases. The passengers were:
art flown, Miss L. Marsh, J. D. W. Claussen
if Erwan, Miss L. Marsh, J. D. W. Claussen
is the lotter. Marsh, J. D. W. Claussen
in Erwan, Miss L. Marsh, J. D. W. Claussen
in Erwan, Miss L. Marsh, J. D. W. Claussen wh. Miss L. Marsh, J. D. W. Claussen, D. Dalten, Miss B. March, H. Figaro, H. Mrs. J. Frank, W. A. Richards and wife, L. Schmidt, J. H. Geraghty, William C. Incent Succellowsky, Mrs. Wm. Hartz, N. Samons, Semortha Hernandez, Bernard et al. A. Hoffman, James Warner, wife dyen, John H. Malie, Harcid S. Mabio, D. J. P. Ward, R. F. Marsh and T. H.

less, who is a lawyer from Austin praise cannot be given to the rs, and crew of the Delaware. Beurgogne horror was fresh in Capting the twe line was reason to be praid of the mean (apt. Daily of the Ocean King treated us all most kindly."

Capting the treated us all most kindly."

Capting the treated us all most kindly."

Capting the treated us all the treated us

ready that even the women soon lost their fears. It was as masterly a piece of work as ever I expect to see, the way the affair was managed. The boat I was in was told to go back, after we had left, and take the Captain's raft in tow. Two of the passengers protested, but when they were threatened with a ducking they soon subsided. That was the only smirch of cowardies I saw or heard of."

Mr. Claussen, whose young wife refused to be separated from him in the departure, said:

"Nothing that you can say would be too much praise for Capt. Ingram and his men. From the moment we were called and told to keep good and come up on deck as soon as possible to the end everything was perfectly managed. And something special ought to be said about the stewardess. Not only did she go around with life preservers, but she was the last one to got into the first boat, and when she found out afterward that my wife was still on board she wanted to be put back. Once off the ship there was no danger, as there was only a light breeze and not much see on."

Mr. Warner, Mr. Marsh, Mr. Mable, and in

p there was no danger, as there was only a
t breeze and not much sea on."

fr. Warner, Mr. Marsh, Mr. Mable, and in
t every passenger to whom the reporter
ke was warm in praise of the Delaware's
n. At the office of the line Mr. Clyde said:
We have had no detailed report yet from
the figure. From what the passengers tell
tagtam. From what the passengers tell
tagt. Ingram and his men behaved as
line expects its men to behave in time of
ger. Thus far Mr. Clyde spoke in the
more of a man who had considered a formal
tement, but now he broke out with a sudden
h of pride.
I guess there aren't many better men than
American sailor when it comes to a pinch."

ne American sailor when it comes to a pinch The wrecking tug W. E. Chapman went dox o try to tow the Delaware to New York. Si

the American sailor when it comes to a pinch."

The wrecking tug W. E. Chapman went down to try to tow the Delaware to New York. She did tow the blazing ship, which was completely gutted, as far north as Foint Pleasant, where at 5:35 P. M. the Delaware sank. At that time the nitempt to tow her had been abandoned and sho was drifting northeast.

Capt. Ingram, after seeing the Delaware in tow, left Cedar Creek, having warmly thanked the life-saving crow, and reached this city late in the afternoon, utterly worn out. Nevertheless he went to the Clyde line offices, but was too late to eatch Mr. Clyde. To the reporters he said that he was too tired to talk, and that he could say nothing anyway until he had made his report.

"There is one thing I'd like to say," he amended, "and that is to thank the life-saving crew for their promptness and kindness. They were ready to do all they could, and it was a great relief to my mind when I saw their boat coming. Pre lost my ship, but I'm mighty glad everybody was saved. If you'll excuse me now I'll go and get some sleep."

From the shore at Barnegat the burning vessel was a beautiful spectacle. At first there was seen only a soft pinkish glow as the pillar of smoke, lighted up by the flames below, rose, apparently out of the sea. Then the fire burst through the deek, and the whole radius of ocean was a living glory. From every village and summer place for miles along the beach themselves in the sand to watch the destruction of the ship. The whole drama was spread before their eyes as on a brilliantly lighted stage; the einstering fluores on the forward deek, the small heats that touched the water and moved away, the speroaching sails of the fishing smacks looming white in a world of redness, the buoyant life-saving boats that plungel so swiftly out from the black land, and finally the big ceau. Brighter and brighter grew the flames. There were explosions once and arain that Brighter and brighter grew the flames

cecan amy with its nuiking barges, presently forsaken while their tug set itself to the work of rescue.

Brighter and brighter grew the flames. There were explosions once and again that sent echoes leaping over the waves, and bursts of whirling sparks filled the air as by the dispersion of a huge bomb. After that the burning yent faster. The red streamed along the rails and up the masts until the ship stood fair to the sight in all its lines, a thing of phantom beauty sketched out in strokes of flame against the background of the night. At the life-saving station the guard had reported the first sight of fire from the ship, and a beat's crew under Keeper Alexander Bromley put out. The crew was composed of Surfmen John Grant, Charles Vanderveer, Almont Grant, and Palmeas Potter. As the danger was all from the flames and not from the see, which was light, they merely advised the people in the boats to keep off until day, and lay by themselves, having taken Capt, Ingraham and the officers from their uncomfortably wet positions on the rafts. With the coming of the Ocean King their responsibility was over, and they rowed back in shore, followed by one of the Delaware's boats with twelve of the crew in the Tows Rivez, July 9.—When the fire first broke out, at 9:30. Capt, Ingram, thinking of the fact that a portion of the life-saving crews were on duty, fired a Coston signal. Another signal was burned from the beach by keeper Alex Brinley and his crew of four mendous plant, almont Grant, Phineas Potter, and Charles Vanderveer, proceeded to launch the heavy lifeboat. Capt, Ingram thinks that it was about 10:30 when the last boats left the doomed ship, and by that time the short-handed crew of surfmen had launched their boat and then relieved some of the overladen ship, and by that time the shoot hander and children from the lifeboats. The ocean-tolled out nearly five miles to meet the religes. They took the Captain and then relieved some of the overladen ship, a full of the Ocean King bound for Norfolk, with three ligh

The passengers also lost all their effects, and A we passengers also lost all their effects, and they were glad to escape with nothing but the clothes they were, as there was not room in the four boats for all the crew, let alone baggage The crew were interviewed in the railrood depot at Barnegat Pier this morning, where station Agent De Worth and the yachtsmen at the pier were providing them. pier were providing them with tookeed fie there was known to be a large amount quer in the cargo, not a drop was touched f liquor in the cargo, not a drop was touched y a single member of the crew and every man tuck to his post.

tuck to his post.

A conspicuous act of bravery was that of his Engineer Platt. He had stuck to his post ill driven out by the smoke and fames, and ust as the raft left the vessel's side, he plunger own in the engine room and shut off steam sarful lest the boilers might explode before inst as the raft left the vessel's side, he planinged down in the engine room and shut off steam, fearful lest the boilers might explode before the boats were able to get away from the wreek. Second Mate Hill took off the last boat, filled with the crew. While they were still by the blazing side of the ship it was discovered that the plug had come out of the bottom of the boat, and the craft was filling. The second mate coolly plugged up the hole with his handkerchief. The heat on the Delaware was so intense that a colored walter leaped overboard to escape it, but the rest of the crew stack, some pouring water over themselves and the oarsmen. Few of the crew escaped without blisters and raw burns on hands, faces or necks. One fireman, who had stuck to his post until it was too late to get into a boat, three over a hatch and with it swam 200 yards to the waiting lifeboat, which could not approach closer because of the intense heat. His neck, back and hands were burned raw while he was swimming.

The Delaware was a wooden steamship, built in Philadelphia by Hillman in 1880. She was 1.646 gross tonnage, measured 250 feet on the keel, 37 feet beam, and her engines were of 600 horse-power. Of late she had been used by the Clyde Company as a freighter, but the chartering of their passenger early by the Government led to the Delaware's being fitted up again as a passenger ship. This was her first voyage after refitting. She had a general cargo of feed, corn, sugar, and other provisions, and baled dry goods, consigned to Jacksonville, and supposed to be for the Government for army supplies. She also had a large quantity of salt-petre aboard. She was valued at \$125,000 and the cargo at a little more: both insured.

Capt. Ingram is a native of Wilmington, Del, but his home is in Wilmington, N. C. He has been in the Clyde line employ as man and boy for twenty-one years, and for twelve years has been master of a vessel. The passengers had been master of a vessel. The passengers and crew were all Americans, with the excepti

FOUR LITTLE O'REILLYS

Picked Up on the Concy Island Bowery, and the Police Can't Find Their Parents.

The police of Coney Island vesterday turned over to the Society for the Prevention of Cruelty o Children a number of youngsters who were picked up on the island on Friday night. Among them were Matthew O'Reilly, 1)4 years old; Annie O'Reilly, 5 years old; John O'Reilly years old, and Flossie O'Reilly, 8 years old. These four and their cousin, Annie O'Hagan, O years old, were found wandering along the

Howers.

The O'Hagan girl told Police Captain Duan that the Reiliys lived at 49 Hicks street, Brooklyn, and that their father worked at one of the Coney Island resorts. Mrs. O'Reiliy took the children to the island on Friday and loft them at the place where Mr. O'Reilly worked. She falled to return. O'Reilly work away and the proprietor of the resort put the children out. Tayl. Duan's men were unable to find the barrents. The O'Hagan girl was taken home. parents. The O'Hagan girl was taken home

Borkefeller's Assessment Increased.

TARRETOWN, N. Y., July D.-Although the asassiment roll for 1808 is not yet open for inspection, it is known that the Rockefeller asessment has been increased. Assessor Michael Martin has assessed Mr. Rockefeller, in addition to last year's assessment, which was over \$2,000,000, \$1,500 for a new greenhouse, which was built this fear, and for 164 acres in the town of Ossining. The Rockefellers will contest these assessments, as they have the pre-

STAMPS CAME WHIRLING. FRAT OF THE BUBBAU OF ENGRAPING

350,000,000 War Tax Stamps Turned Out in Seventeen Days-High Pressure Labor

Involved in Getting Them Out on Time-The Task of Distributing and Shipping. WASHINGTON, July 9 .- The Bureau of Engraving and Printing, in conjunction with the Bureau of Internal Revenue, has accomplished the greatest feat in its history in the printing and distributing of 350,000,000 of the new war revenue stamps. The pressure on all persons onnected with the two bureaus during the last three weeks has been tremendous. Chiefs, clerks, printers, and assistants have worked

night and day.

The labor involved in printing these stamps and distributing them has been immense. The Bureau of Engraving and Printing was not able to begin work on the new stamps until the War Revenue act was finally passed on June 13. Some preliminary work had been done in the way of getting up sketches for the stamps, but owing to the fact that the denominations were subject to change, little could be done in making the plates. The bureau had only seventeen days in which to engrave the plates and print shough stamps to give the Bureau of Internal Revenue a first supply, In addition to this work, the bureau had to print a large number of the regular postage stamps, to prepare the plates for the new bonds. and to supply the extra heavy demand for currency, including silver and gold certificates. greenbacks, and bank notes. It had, furthernore, just begun the work of printing the Omaha Exposition postage stamps, so that without the printing of the war revenue stamps it had an abundance of work on hand. In fact, owing to the great pressure of business, the bureau had been compelled to do away with the system of guides by whom visitors were enabled to see the work of the bureau, and the employees were required to work overtime. When, therefore, Chief Johnson was informed that the Secretary of the Treasury had falled to secure a postnone ment of the date on which the stamp tax was to take effect from July 1 to July 15, and would hold him responsible for the delivery of a sufflelect number of stamps with which to begin business on July 1, it looked almost as if an mpossible task had been set for him. In the process of preparing plates for print

ng the stamps a number of steps are neces The designs having been furnished to the engravers, the latter copy them on soft steel plates. The plates are then hardened and the engraving transferred to steel rolls. The latter are hardened and the printing plates prepared from them. The bureau was then ready to begin printing the stamps. Mr Johnson had at his disposal twelve or fifteen presses, none of them in extra good condition. About 400 sheets, or 80,000 stamps, can be printed on each press in an hour. Mr. Johnson arranged to keep the presses going twenty-four hours a day, with the exception of such time as was needed for repairs. To accomplish this he arranged his orce in shifts so that they worked eight hours one day and sixteen hours the next. Thus he was able to furnish to the Bureau of Internal Revenue from fifteen million to thirty million

stamps each day,

To ship these stamps was no small task, either. Every sheet is counted before it leaves the Bureau of Engraving and Printing. When t arrives at the stamp vault of the Bureau of Internal Revenue it is again counted. All the counters are women, and such is their dexterity that some of them count as many as 30,000 sheets a day. As the sheets are counted they are laid out in piles of 100 each. They are then carried into the vault, where four men are constantly engaged in packing them. The sheets are packed in quantities of 50, 100, 500 and 1.000 sheets. They are bound with heavy manila paper, tied with twine and scaled These packages are then laid away to be shipped to Collectors of Internal Revenue. During the recent rush it has been necessary for the employees in the stamp vault to remain there until 12 and 1 o'clock at night in order to ship the stamps delivered from the Bureau of Engraving and Printing.

The stamps have been shipped by registered mail to all parts of the United States. This work has been done under the direction of Superintendent H. L. Godsey, who has frequently stayed at the vault all night and has practically lived there since the delivery of the stamps began.

WHO SHALL PAY FOR THE STAMPS: Telegraph and Transportation Companies

Can Compel Their Patrons to Do So. WASHINGTON July 9 .- The Commissioner of ternal Revenue is receiving hundreds of telegrams and letters from merchants, manufacturers, boards of trade, as well as Senators and Representatives, asking his construction of the War Revenue act of 1898 upon the point as to who should pay for and affix a stamp upon tele graphic messages and upon express receipts or bills of lading given by express, railroad, and steamboat companies for goods transported by them. He makes general answer to all such inquirles, it being impossible to promptly answer individual communications

As to the stamp on a telegram, the law does not specify who shall furnish it. It simply im poses the tax of 1 cent upon each message, and prescribes in section 18 that "no telegraph ompany or its agent shall transmit to any person any despatch or message without an adhesive stamp denoting the tax imposed by this act being affixed to a copy thereof, or having the same stamped thereon, and in default thereof shall incur a penalty of \$10." Apparently, therefore, the sender of a message should stamp it.

In the case of the stamp required to be affixed to an express receipt or bill of lading, given by an express or railroad company or a commo carrier, the law specifically provides: " shall be the duty of every railroad or steam boat company, carrier or express company, or corp-

snail be the duty of every railroad or steamboat company, carrier or express company, or corporation or person whose occupation it is to act as such, to issue to the shipper or consignor, or his sagent or person from whom any goods are accepted for transportation, a bill of lading, manifest or other evidence of receipt and forwarding for each shipment received for carriage and transportation, whether in bulk or in boxes, baies, packages, bundles or not so inclosed or included, and there shall be attached and cancelled, as in this act provided, to each of said bills of lading, manifests, or other memorandum, and to each duplicate thereof, a stamp of the value of one cent.

It is clearly evident, therefore, that if an express company or other carrier accepts goods for transportation it must issue to the consignor a bill of lading or receipt duly stamped and the stamp cancelled. If such company or carrier refuses to accept goods offered for transportation except on condition that the consignor shall pay the price of the stamp, in addition to the regular charge for the service performed or proposed to be performed, the internal revenue laws afford no remedy. Whether the laws imposing obligations upon common carriers, if appealed to, would supply a remedy the courts must decide.

Spanish Fours Keep on Going Up. Spanish 4 per cent. bonds advanced further n the London market yesterday on continued talk of the probability of peace. They closed at 35, a net improvement of two points since Thursday.

The Cheruskia Libelled in Connection with a Collision.

The German steamship Cheruskia, which ar rived here last week, has been libelled in the United States District Court by the owner and erew of the British brigantine R. L. T., which was sunk in a collision of the two vessels off Was sink in a common of the two vesses of a Mantucket Shoals on July 4. The libellants claim that the accident was the result of negligence on the part of the officers and crew of the steamship and ask aggregate damages of \$25,000. The vessels met in a fog and the brigantine was cut almost in two, sinking in a few noments. All of her crew were rescued and brought to this port by the Cheruskia.

Like Mr. Benedict as a Neighbor. GREENWICH, Conn., July 9.-President Cleve-

land of the Connecticut Institute and Indusland of the Connecticut Institute and Industrial Home for the Blind at Hartford was here to-day trying to get Watson Higgins and Samine Brooks, the two blind broommakers, to remove their factory from near F. C. Benedict's Indian Harbor resider to ano her part of the town. He said not become the part of the part of the polyshave of objection to having fir. Benedict as a neighbor whether he objects to them or not.

NOTES OF LEGAL EVENTS.

Under the act of Congress authorizing the creation of a commission to revise and amend the laws of the United States concerning patents, trade marks, and trade or commercial names, the President has nominated as such Commissioners Francis Forbes of New York, Arthur P. Greeley of New Hampshire, and Peter 3. Grosseup of Illinois. Mr. Forbes is a wellknown lawyer of this city who has won distinction in the trial and conduct of patent cases. He is a graduate of Rochester University and the Columbia College Law School. In 1800 he was a delegate from the United States to Madrid under the Paris Convention of 1883 for the protection of industrial property. In 1804 he was a delegate to the convention which prepared the present revised and amended Constitution of the State. Mr. Forbes is a son-in-law of Mr. Robert Bonner. Peter S. Grosscup, one of the other Commissioners, is the District Judge of the United States for the Northern District of Illinois.

While Senator Hoar of Massachusetts wa praising the Supreme Court of the United States before the Virginia Bar Association at Newport News on Thursday Judge John W. Akin of Cartersville, Ga., was denouncing the Federal judiciary in the severest terms in an address which he delivered at Atlanta as President of the Georgia Bar Association. Mr. Hoar. in declaring that the decisions of the Supreme Court had been right in every case in which that tribunal had prevented the unconstitutional exercise of legislative power, said he was confident of the assent of his hearers in Virginia, except, perhaps, so far as the income tax case was concerned. But he asked his audience whether "any single State would have adopted the national Constitution f it had been believed that the central power would ever be permitted to invade this domain for the purposes of taxation." Judge Akin in Atlanta, on the other hand, denounced the life tenure of the Federal judiciary, the tendency of the United States courts to make laws instead of leaving the exercise of that function to Congress, and the new procedure of preventing erime by means of the writ of injunction. fear that his views are extensively accepted as correct among lawyers in the South and South

The question whether the New York Society for the Prevention of Cruelty to Children is or is not under the supervision and jurisdiction of the State Board of Charities was argued on Thursday in the Supreme Court before Mr. Justice Giegerich, who reserved his decision. If it is a charitable institution, the society must submit to the State Board under the terms of the Constitution of 1804, which expressly empowers that body to "visit and inspect all institutions, whether State, county, municipal, incorporated or not incorporated, which are of a charitable, eleemosynary, correctional or reformatory character," excepting only such as are subject to the visitation and uspection of the State Commission in Lunacy or the State Commission of Prisons. This appears to have been conceded on the argument; but Mr. Elbridge T. Gerry and Mr. De Lancey Nicoll insisted in behalf of the society that it was not to be classed among charitable institutions within the meaning of the Constitution at all, but was really an agency in the administration of the criminal law of the State, its main objects being to prevent and punish offences against children. The case came up in the form of a mandamus proceeding to compel the ociety to permit an inspection of its affairs by the State Board of Charities, and the litigation is not unfriendly in its nature, but was instituted by Attorney-General Hancock in order to settle the legal rights and relations of the parties

We have recently called attention to the inreasing number of suits for the restitution of conjugal rights which come before the Probate, Divorce, and Admiralty Division of the High Court of Justice in England. A case of this character was lately tried before Sir Francis Jeune and a jury, in which the husband objected to taking his wife back because she was too much addicted to the kissing habit. She had a liking for the stage and the society of actors, and allowed several of the male ictors to kiss her. These gentlemen, however, insisted that no inference of immorality should be drawn from their conduct or that of the lady in this respect, one of them testifyng that he kissed all the ladies of the company to which he belonged and called each one "My dear." In charging the jury the Judge characterized this witness as "a young scapegrace, whose chief occupation, according to his own showing, seemed to be putting his arms around the ladies of the company and kissing them." The jury refused to compel the husband to receive his wife back into his home, not, however, because of the kissing, but on account of graver

her. Is a landowner who maintains a rotten fend alongside a highway liable for the injury done to a traveller upon the highway who puts his foot against the fence in order to look over it and thus causes it to fall upon himself and hurt him? This question recently arose in England in the case of a boy 4 years old who tried to elimb up on such a fence to look at some children playing on the other side. The trial judge decided that no damages could be recovered against the landowner, but his judgment has een reversed by the Court of Appeal, which holds that the maintenance of a rotten fence so near the highway was a nuisance, and that the defendant ought to have anticipated that passers-by might get upon it as the injured child did, for some lawful and innocent purpose. "If the defendant were to say that what happened was not fairly the result of the fence being left in a dangerous condition, as no grown-up person would think of touching it, the answer would be," observed Lord Justice Vaughan Williams, "that the Queen's highway was not intended for grown-up people only, and that a fence of this sort would be most likely to cause injury to children using the highway." Lord Justice A. L. Smith likened the case to that of a person who, feeling tired should lean against the fence to rest, and should be injured by its unexpected fall; saying that such a person would clearly have a right of action against the fence-owner.

We have received the recently published 100th volume of Georgia Reports, containing the first batch of decisions rendered by the Supreme Court of that State since its organization, under the Constitutional amendment dopted in 1896. That amendment increased the number of Judges of the Supreme Court rom three to six and empowered the court to hear and determine cases when sitting either n a body or in two divisions of three Judges each, under such regulations as the Legislature might prescribe. The division of which the Chief Justice is a member is known as the first division, and the Chief Justice selects the Judge who is to preside over the other or second division. The personnel of each division is determined by the Chief Justice, but the law directs him to make changes from time to time so that the two divisions will not become permanent in their constituency.

The most notable event of the week in the Criminal Courts has been the conviction of Mrs. Martha M. Place in the County Court of Kings county of the crime of murder in the first degree for killing her young stepdaughter in Brooklyn in February last. The circumstances under which the girl was found dead and the opinions of the medical witnesses who saw the body indicated that she had been emothered; but on the trial Dr. Joshua M. Van Cott, an accomplished pathologist and a son of the well-known lawyer whose name he bears, gave evidence tending to show that death could not have been caused by asphyxiation. However that may be, the jury must have been satisfied that the girl killed and that her stopmother did the killing. Convictions of women for murder in the first degree have not been numerous in this State;

MR. PLATT DISAVOWS IT.

NOT RESPONSIBLE FOR METROPOLITAN Growl at Lauterbach Because He Suggested to Tammany the Appointment of Abell-Gibbs Voices It-Regulars Expect Little Benefit from the Extra Session Senator Platt told his friends yesterday that e was not responsible for the ultimatum in the shape of a Metropolitan Police bill which Mr. Quigg and Mr. Bidwell submitted at Albany on Friday. He added that he deprecated al efforts to create friction between the country and the city Republicans. Senator Krum and Senator Stranahan came down from Albany, where they have been consulting with Gov. Black for the last few days, to see Senator Platt. None of the New York Republican county leaders seemed to be leve last night that effective police legislation against Tammany Hall will be passed at the approaching extraordinary session of the Legislature. It cannot be denied that there is more or less disappointment over the outcome.

believes in work, and not talk. Nevertheless Mr. Gibbs said last night that he thought the time and the situation warranted a few words from him. "I do not believe," he said, "that the extraordinary session of the Legislature will give us the police remedy we require. It may separate the Bureau of Elections from the Police Department, but all nequainted with the situation are aware that that will not be a sufficient

National Committeeman Frederick S. Gibb

s not given much to newspaper interviews; he

are aware that that will not be a sufficient remedy for the evils which the New York Republicans believe threaten them on election day with the entire Police Department under the control of Tammany Hall.

"So much has been said about the appointment of Henry E. Abell," continued Mr. Gibbs, That I believe it is time that the substantial facts concerning the appointment should be made known. Neither Senator Platt, Mr. Quigg, Mr. Bidwell nor myself was fully informed as to how Mr. Abell got his place until we all met in Gen. Tracy's office on Thursday afternoon. Mr. Lauterbach, who was one of the conferces, then informed us that he was responsiblefor Mr. Abell's appointment, He went on to say that he had ascertained that Tammany Hall wanted to make an appointment of a Republican Police Commissioner, one in full sympathy with the Republican organization, and after consultation with one or two other Republicans he had suggested the name of Mr. Abell. Tammany Hall, of course, was desighted to appoint such a man as Mr. Abell, and the wigwam was more than delighted to receive the suggestion of his name from Mr. Lauterbach, an expression of his name from Mr. Lauterbach, was all fond of him, in fact. He was a very able Pressident of the New York Republican County Committee. He was a great speechmaker. He did good work and was faithful and loyal, but, nevertheless, I do not believe that Mr. Lauterbach was fully aware that the Republican County Committee all in the committee foliowed him loyally and faithfully. Mr. Lauterbach was fully aware that the Republican County Committee had declined to make any recommendations to Tammany Hall after Mayor Van Wyek had violated the spirit of the bipartisan law in the removal of Hamilton and Philips. Mr. Lauterbach was thooughly acquainted with the position of the organization, and he should not have ion of the organization, and he should no engaged in any movement whatever would give even a semblance of official blican organization indorsement to the

tion of the organization, and he should not have engaged in any movement whatever which would give even a semblance of official Republican organization indorsement to the appointment of Mr. Abeil.

I want it thoroughly understood that anything I say about this matter is entirely from an official standpoint, for the reason that I would not the anyway criticise Mr. Lauterbach personally. We are all too fond of him to do that. But we contend that the appointment of Mr. Abeil and that visit of Mr. Lauterbach to Albany on two occasions, in which he presented his views of police legislation for New York to Gov. Black, were entirely unauthorized. Mr. Lauterbach has no official connection with the New York Republican country organization. The President of the committee is Mr. Quigg, and he is Chairman also of the Executive Committee of the City Committee, which has control of all the boroughs. We do not understand by what right Mr. Lauterbach went to Aibany and conferred with Gov. Black as to a Metropolitan Police bill or any other kind of a bill. Morsover, we believe that those two visits of Mr. Lauterbach went to Aibany and conferred with Gov. Black as to a Metropolitan Police bill or any other kind of a bill. Morsover, we believe that those two visits of Mr. Lauterbach and his recommendation of the appointment of Mr. Abeil have greatly complicated affairs for the organization in New York city. The Sun has stated it correctly on a number of occasions. The Republicans down this way are not opposed to Gov. Black. They know that they have been outraged by Tammany Hall, and they believe that they are better informed as to the situation and its requirements than some of our friends at Albany. But above and beyond that we regret exceedingly that Mr. Lauterbach made those two individual trips to Albany, without authorization from the Republican organization, and we regret more than I can tell you his advocacy of Mr. Abeil to be a Republican Folice Commissioner. Mr. Lauterbach has made a grave mistake.

"Again, i insist that

ittee. It is these constant completes that are injuring the effectiveness of mittee. It is these constant complications that are injuring the effectiveness of the
New York organization. These complications
must cease. With all of Mr. Lauterbach's experience, I must confess that I am personally
very much surprised that he went to Albany a
all on the Metropolitan Police bill or stood
sponsor for the appointment of Mr. Abell. Mr.
Lauterbach is a private citizen. He is no longer
President of the County Committee. If any of
us had taken the steps that he has taken when
he was President of the committee he would
have felt as deeply grieved as we do."

President Quigg, in his speech before the
legislative conference at albany on Friday, announced that not until Thursday afternoon did
Senator Platt or himself know who was responsible for the Abell appointment. President
Quigg has been fully informed as to Mr.
Lauterbach's part in that transaction, and
he still insists that Superintendent of
Insurance Louis P. Payn was a party to it. National Committeeman Gibbs, however, is convinced from Mr. Lauterbach's statements that
Mr. Lauterbach did all of the negotiating with
Tammany Hall, though Mr. Payn was conversant with what was going on and did not disapprove of it.

Ex-President Lauterbach explained yester-

Tammany Hall, though Mr. Payn was conversant with what was going on and did not disapprove of it.

Ex-President Lauterbach explained yesterday to his friends why he did not go to Albany on Friday with Mr. Gibbs and Collector Bidwell. He said that he met Mr. Quigg and Mr. Bidwell at the Grand Central Station on Friday morning in time to take the Empire State Express. He ascertained, however, that Mr. Quigg and Mr. Bidwell were to present to Gov. Black an ultimatum in the shape of a metropolitan police bill.

"I knew that Gov. Black would have nothing to do with such a bill," added Mr. Lauterbach, for the reason that on my two trips to Albany I had advocated in the strongest terms a metropolitan police bill as the real solution of the trouble down this way. When I was President of the County Committee I fought day and night for a metropolitan police bill for New York city. All of my Republican friends opposed it, or, in fact, nearly all of them. So when I ascertained on Friday morning that Mr. Quigg and Mr. Bidwell were to present arguments for a metropolitan police bill and nothing else, I was convinced instantly of the fruitlessness of the errand and I declined to go to Albany."

Senator Platt and some of his friends will talk about the situation at the Oriental Hotel, Coney Island, to-day.

WINTHROP'S ROBBER CAUGHT. mith Had Enlisted in the Navy-Deserted,

Fought His Uncle, and Was Arrested. John Smith of 639 East 155th street has nephew named Connelly Smith, who made his uncle's house his home until the older man grew tired of the arrangement. On Friday night the young man called on his uncle to argue the question of returning to the house He had been drinking, and abused his uncle until the latter called a policeman. Smith fought the police so successfully that it required five men to take him to the Morrisania station. There he feigned delirium tremens so successfully that he was sent to Fordham Hos-

successfully that he was sent to Fordham Hospital.

Soon after it occurred to Sergeant Wade that he had heard of a Connelly Bmith who was wanted on a more serious charge than disorderly conduct. He telephoned to Police Headquarters, with the result that Detective Chandler of the Central Office was in Morrisania Court yesterday morning to arrest Smith for grand farceny. The prisoner was turned over to him. He has been wanted since March 10, when he disappeared from the residence of Mr. Winthrop of 38 East Thirty-seventh street, where he had been employed as a valet, with his employer's watch and lewelry, valued at \$240.

While the police were hot on his trail he cluded them by enlisting in the navy. He did duty on the Amphitrite, and as soon as he thought the police had forgotten all alsout him he deserted and went to his uncle for shelter. He is 27 years old.

Mrs. Whitney to Be Removed to Bar Harbor. HEMPSTEAD, L. I., July 9 .- Preparations are being made for the removal of Mrs. William C. Whitney from her country seat in the Wheatley Hills to Car bector. The warm weather har recovers

FLEMISH WINS A VICTORY.

End of a Long Struggle for the Recognition of the Language in Belgium. By the national census of 1890 in Belgium there were at that time 2,744,271 inhabitants speaking the Flemish language, and that language only. There were 2,485,072 inhabitants of Belgium who spoke only the French language. There were 700,997 inhabitants who spoke both French and Fiemish, 32,206 inhabitants who spoke German only, 58,580 inhabitants who spoke French and German, 7,028 inhabitants who spoke Flemish and German. 36,185 who spoke Flemish, French and German, and 4,972 who did not speak any of the three. The last were presumably foreigners, though the number of foreigners in Belgium has never been large, despite the country's close proximity to England, France and Germany and its close business relations with the first. The Flemish inhabitants of Belgium, who, while not numbering so many as all the other inhabitants combined, are the largest element of the population, have for a number of years been protesting against what they consider the discrimination against them in the acceptance of French as the official language of Belgium. The royal family of Belgium is French: the capital, Brussels, is a city where French is generally spoken, and nearly all the public business of the country has been conducted in that language, without such recognition of Flemish as those who speak it think it is entitled to. There has, in consequence been a long agitation for the recognition of Flemish, an agitation carried on under difficulties, for until a few years ago Belgium had a limited suffrage and the Flemish inhabitants of the country, most numerous in the rural districts, have been generally outvoted by the French-speaking residents of the large cities. The Flemish people possess many of the dogged characteristics whileh have been marked in their neighbors, the Dutch, and when, a few years ago, the suffrage was extended in Belgium, they deemed their opportunity for recognition to be at hand. Recently, as a result of this long controversy, Flemings have at last forced the Belgian Sonate, reorganized under the amended National Constitution of 1863, to give equal rights to their language. When the Belgian kingdom was created, many people predicted that France would ultimately annex Belgium. The increase of Teutonic prestige, coupled with the great annual increase of the Flemish population, has pushed the French elementand the French is now proposed not to substitute Flemish for French as the official language of Belgium, but to accord Flemish a larger recognition in court proceedings and in public announcements, publishing the latter in both languages. The Flemish inhabitants have been helped in their agitation by the fact that the city of Antwerp has still an extensive Flemish population and five newspapers published in that language. There are, in all Belgium, eighty newspapers published in the Flemish language. There are, in all Belgium, eighty newspapers published in the Flemish language and about twice as many published in French. language of Belgium. The royal family of Belgium is French; the capital, Brussels, is a city

HANDSPRINGS IN COURT.

John Peters Sets Out to Prove to Justice

Maes That He Is an Acrobat. John Peters 40 years old, who said he had no ome, was picked up by Mounted Policeman Milburn on Stuyvesant avenue, Jersey City, at an early hour yesterday morning and later was arraigned before Acting Police Justice Mass in the Second Criminal Court. "What is your business, Peters?" asked

Justice Macs. "I'm an acrobat, Judge," replied the prisoner, "but I've been in hard luck this summer Let me show you what I can do," he continued, as he climbed up on the railing in front of the Judge's desk and walked along it after the manner of a tight-rope walker.

The court officers made a rush for him, but before they could reach him Peters turned a somersault from the railing and landed on his feet. Then he turned a series of handsprings and was performing the feat of standing on his head when the court officers grabbed him and hustled him downstairs to see!! He was combusted to the court officers grabbed him and hustled in the county juil to have his mental condition examined into by County Physician Converse.

COINER AS WELL AS MURDERER.

After Killing Binga in New York Capello Turned Counterfeiter in Canada MONTBRAL, July 9.-Detective Sergeant Formosa of New York arrived here this morning accompanied by Leonardo Malarguno and identified Pietro Capello, alias Surracco, asthe murderer of Luigi Bings. Capello broke down and confessed that he committed the murder because Binga robbed him of his wife's affec tions. When brought before Judge Dugas, the extradition commissioner, he again confessed his crime, saying:
"Yes, I shot him. I fired one shot and it killed him."
He will be taken hack to New York as soon as

He will be taken back to New York as soon as the necessary pepers are made out.

The detectives have discovered that Capello, during his slay in Canada, was engaged in counterfeiting 10-cent pieces and quarters. He had as his confeierate a woman with whom he had as his confeierate a woman with whom he had as his confeierate a woman with whom he had so his confeierate a remaining police have been trying for some time to run the counterfeiters to earth, and in searching Capello's house the myster was explained by the discovery of about twenty plaster-of-paris moulds for the manufacture of quarters and 10-cent pieces.

PINIONED UNDER A TROLLEY CAR. Alfred Beattle, Though Mortally Wounded, Directs the Work of Bescue.

Alfred Beattle, 81 years old, a retired engrav er, who lived with his son and daughter-in-law at 202 St. James place, Brooklyn, was run over and mortally injured by a trolley car at the corner of Fulton street and Grand avenue yesterday morning. He was trying to get out of the way of an approaching cycler when he was struck by the fender of the car and thrown un struck by the fender of the car and thrown under the forward wheel. When the car was stopped the wheel rested on Mr. Beattle's right leg. It was necessary to procure crowbars and leanks from an adjoining livery stable to raise the car. Mr. Beattle remained conscious and directed the work of resene. Ambulance Surgeon Duffield found that he had received fractures of the right thigh and knee and right arm, and also severe internal injuries. He was removed to St. John's Hospital, where he died. Patrick Murphy, the motorman, was arrested. It is charged that the car was going at a high rate of speed.

MARINE INTELLIGENCE.

MINIATURE ALMANAO-THIS DAY. Bun rises ... 4 87 | Sun sets., 7 82 | Moon rises.11 18 HIGH WATER-THIS DAT.

Bandy Hook.12 17 | Gov. Isi'd.12 49 | Hell Gate.. 2 42 Arrived-SATURDAY, July 9.

8a Michigan, Tubb, Lor Jon. 8a Greciua, Nunan, Ginagow. 8a Hillbrook, Homewood, Rotterdam. 8a Roumanian, Perry, Philadelphia. 8a Eirahieven, Moar, Dunkirk. 8a Ei Paso, Gardner, New Orleans. 8a Old Dominion, Tapley, Norfolk. [For later arrivals see First Page.]

SPOKEN. Be Munificent, from Calcutta for New York, July 6, lat. 42.09, long. 53.10.

SAILED FROM DOMESTIC PORTS. Bs Chattahoochee, from Savannah for New York. OUTGOING STEAMSHIPS

Sail Tuesday, July 18.

Sail Wednesday, July 18. Majestic, Liverpool 9 00 A M Fensington, Southampton10 00 A M Sail Thursday, July 15. IMPOMING STRAMBHIPS Dus To-Day.

June 1 June 2 July July Havre.... Savannah. Due Monday, July 11. Liverpool.... Antwerp.
Liverpool
Charleston
Savabilah Swanasa Glasgow Hamburg ie-peria...

Line Thursday, July 15. Due Friday, July 15. At Hotterdam



Seeing and hearing is convincing -isn't it? You have heard, and you may see it if you want to, that we are clearing out our remnants, by making our \$16.00 to \$30.00 suits to order at a uniform price of \$14.00. Trousers formerly \$5.00 to \$8.00 now \$4.00.

MONEY BACK, OR A YEAR'S GUARANTER! THAT'S YOUR PROTECTION!

ARNHEIM, Broadway & 9th Street. WE HAVE NO OTHER STORE.

PUSHED OR FELL FROM A RAFT Young Leydon's Feet Caught in a Quick sand and He Was Drowned

While playing on a raft and bathing in a small pond near Jerome Park on Friday afternoon with a crowd of companions, William Levdon, the 12-year-old son of George Levdon, who keeps a hotel in Williamsbridge, opposite the railroad station, was drowned. The pond in which the drowning took place is merely the execuation made for the Jerome Park reser-

excavation made for the Jerome Park reservoir, and is filled with water to the depth of eight feet, which has accumulated from rain and natural springs.

The Leydon boy, unknown to his parents and in disobadience of their orders, was one of a crowd of twenty-five boys, nearly all from Williamsbridge, who went to the pond on Friday afternoon. The boy did not return that night and his father, who became worriged at his absence, questioned some of his companions. At first they all expressed ignorance as to his whereabouts. Finally the father ascertained that his son had gone to the park, but no mention of the pond was made at the time. Mr. Leydon organized a posse of Williamsbridge citizens and with lanterns they searched the woods until nearly midnight without success. They decided to resume the search again at daylight.

Before resuming the search, Mr. Leydon succeeded in obtaining a statement from John Brookley, one of the low but here.

They decided to resume the search again at daylight.

Before resuming the search, Mr. Leydon succeeded in obtaining a statement from John Brookley, one of the boy bathers.

He said that he was the last to leave the pond, and, as he saw no clothes anywhere on the bark, he supposed that young Leydon had gone home with the other boys.

Mr. Leydon and a number of friends went to the pend at daybreak yesterday, and the father saw the body of his boy upright in the water. The head was only a few inches below the surface, and the feet were stuck fast in what appeared to be a quicksand. Mr. Leydon reached out and pulled the body with difficulty to the bank a few feet from were the body was found. The Coroner was notified and the body was taken to Mr. Leydon's home. Mr. Leydon said yesterday that from what he could learn from the conflicting stories told by those of the boys who admitted being in the party, his son either fell or was pushed from a ratt which the boys had made out of old logs, and when his feet got caught in the quicksand his companions became frightened and abandoned him to his fate.

The police are investigating the matter, but

fate.

The police are investigating the matter, bushave made no arrests.

Business Motices. Carl H. Schultz's Lithia Water, Lithia-Vichy.

MARRIED. SCHENCK-VAN WYCK .-- On July 6, at the Collegiate Church, 5th av. and 20th st., by the Rev. Archibald H. Bradshaw, M. Theodora van

Wyck, daughter of the late Richard and Catherine

B. van Wyck, to Henry de Bevoise Schenck.

DIMD. CASWELL.-In Annapolis, Md., July 8, 1808, Elisabeth Blanchard Randall, daughter of the late Hon. Alexander Bandall and wife of Thomas T. Caswell, Pay Director United States Navy.

Funeral service at St. Anne's Church, Annapolis, Saturday afternoon at 4 o'clock. DRUM.—Capt. John Drum, Tenth United States Infantry, late commandant of the military department of the College of St. Francis Xavier, West 16th at., was killed before Santiago on July 2.

Members of the College Battalion will form in col-lege quadrangle at 8:30 A. M., Wednesday, July 19, to attend a solemn mass of requiem in St. Francis Xavier's Church at 9 A. M. Graduates of the military department are invited to attend. T. E. MURPHY, S. J., President.

A solemn requiem mass for the repose of the soul of Capt. John Drum, Tenth Infantry, U. S. A., who was killed in the battle of Santiago, Cuba, July 2, will be celebrated at the Church of St Francis Xavier, West 16th st., on Wednesday morning, July 18, at 9 o'clock. Members of the Catholic Club, of which Capt. Drum was an army and navy member, are requested to attend the services. Scats will be reserved for the members. FLOWER.—At Fenton, Mich., June 25, 1898, Dorethe Ann Plower. RESSELER .- Suddenly at sea, in the 60th year of

Anthony Kesseler, pastor of St. Joseph's Church, Funeral at that church, West 125th st. and Columbus av., on Tuesday morning, July 12. The office will begin at 9, the selemn requiem mass at 10 o'clock. The reverend clergy and friends are in-

his age, on board the Bourgogne, July 4, the Rev.

Pontifical mass of requiem will be celebrated by Archbishop Corrigan at the Cathedral Monday, July 11, 9 A. M., for the repose of the souls of the Rev. Anthony Kessler and the other clergy lost in the Bourgogne disaster. The reverend ciergy, relatives, parishioners, and friends are in-

vited to be present without further notice. MAGOUN.-Saturday, July 9, at Westbury, Long Island, Kingsley Magoun, aged 80 years. SQUIRE .- On Saturday, July 9, at her residence 71 East 87th st., Nancy Squire, beloved wife of

Beth P. Squire. Notice of funeral hereafter. TIBBITS.—At the rectory, Hoosac, N. Y., lon Friday, July 8, 1888, at 1:30 A. M., John Blescher

Tibbits, in the 72d year of his age.
Funeral on Monday, July 11, at 9:80 A. M., from All Saints' Church, Hoosac. Interment at Oak wood Cemetery, Troy, N. Y. Interment private. VERNON.—On Friday, July 8, at 151 West 78th st., Frances Olive, beloved wife of Dr. Harwood Ver-non and daughter of William J. Duane.

Funeral services at the Church of the Bicesod Sac rament, Boulevard and 71st st., on Monday, July WILLIAMS,-On Saturday, July 9, Roswell C.

Williams, in the 6sth year of his age. Funeral services at his late residence, 175 New York av., Brooklyn, on Monday evening, July 11, at 8 o'clock. Relatives and friends invited to attend.

THE KENSICO CEMETERY.—Private station, Har-lem Railread; 4a minutes' ride from the Grand Central Depot. Office, 10 East 42d st.

Special Motices.

VISIT Br. J. Parker Pray Co.'s Chiropody and Manicure parlors: Sungeon Chiropodis, skilled and thorough operators, 10 and 12 Past 23 ds. opposite Madason Sanare Park: established 1868. Idrosite, a medicinal tollet powder for relieving and curring recessive, oddrous awasting of feet, &c. Glora Liy Lation removes tain, curos sundarm, rough, dre shirt, whitens complexion said hands (4 oz. bod. 500 - actio.

Mew Publications.

75C.-Parwin's "Origin of Species." Descent of